


No. 9195 號五十九百一千九第 日四初月五年三十緒光 HONGKONG, FRIDAY, JUNE 24th, 1887. 五拜禮 號四十二月六英港香 [PRICE \$2½ PER MONTH]

## NEW ADVERTISEMENT.


**THEATRE ROYAL.**  
**JOHN F. SHERIDAN** ..... PROPRIETOR  
**JOHN POLLOCK** ..... BUSINESS MANAGER  
 BY PARTICIPANT DESIRE  
**MR. JOHN F. SHERIDAN**  
 AND HIS  
**POPULAR COMPANY.**  
 Appear for the **Positively the Last Time**,  
 to their dear friends from Hongkong,  
**THURSDAY (SATURDAY) EVENING,**  
 the 23rd Night, 1887.  
**AND AN SPECIAL PROGRAMME**  
 to every one an opportunity of witness-  
 ing the last Performance  
 following Popular Prices will be made—  
 5s Circle ..... \$2  
 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211th, 212th, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311th, 312th, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411th, 412th, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511th, 512th, 513th, 514th, 515th, 516th, 517th, 518th, 519th, 520th, 521st, 522nd, 523rd, 524th, 525th, 526th, 527th, 528th, 529th, 530th, 531st, 532nd, 533rd, 534th, 535th, 536th, 537th, 538th, 539th, 540th, 541st, 542nd, 543rd, 544th, 545th, 546th, 547th, 548th, 549th, 550th, 551st, 552nd, 553rd, 554th, 555th, 556th, 557th, 558th, 559th, 560th, 561st, 562nd, 563rd, 564th, 565th, 566th, 567th, 568th, 569th, 570th, 571st, 572nd, 573rd, 574th, 575th, 576th, 577th, 578th, 579th, 580th, 581st, 582nd, 583rd, 584th, 585th, 586th, 587th, 588th, 589th, 590th, 591st, 592nd, 593rd, 594th, 595th, 596th, 597th, 598th, 599th, 600th, 601st, 602nd, 603rd, 604th, 605th, 606th, 607th, 608th, 609th, 610th, 611th, 612th, 613th, 614th, 615th, 616th, 617th, 618th, 619th, 620th, 621st, 622nd, 623rd, 624th, 625th, 626th, 627th, 628th, 629th, 630th, 631st, 632nd, 633rd, 634th, 635th, 636th, 637th, 638th, 639th, 640th, 641st, 642nd, 643rd, 644th, 645th, 646th, 647th, 648th, 649th, 650th, 651st, 652nd, 653rd, 654th, 655th, 656th, 657th, 658th, 659

"TIDY FULLOO," & "MONEY."  
 MORGAN will sing—"KILGARNEY," "Mc-  
 NEEDLES' GARDENS," and "The  
 TIGLARS BLACKSMITH."  
 FRASER will sing—"STICK TO YOUR  
 OTHER," "TOM," "THE LIGHTHOUSE  
 ON THE SEA."  
 MORGAN will sing—"MARK ANNE MAIL-  
 SONS," and recite "THE PENIAN CAT."  
 WILLIAMS will sing—"THE COLOURED  
 BUTTLE" and "THE ROODLING RIVER."  
 LITTLEWILL will sing—"TELLER I LOVE  
 ER 90."  
 MORGAN will sing—"THE PLUM PUD-  
 DING" (By request: "OLD FATHER  
 RED," "POGARTY'S PENCY BALL,"  
 "LISH REEL assisted by Mr. BAGG,  
 who will also appear as the CHIEF  
 MANDARIN in  
 "IL TROVATORE."

dom if ever witnessed in this Colony.  
Hours of Perspiration and Laughter—  
amusement will counteract the Persi-

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plan at Messrs. LANE, CRAWFORD & Co's.

POPULAR PRICES.  
as Circle, 37s; Stalls Reserved, 51 00  
Singles and Sailors to Back Seats, 25 00

TIVEY ..... Musical Director.  
ALLEN ..... Arcant.  
Kong, 24th June, 1887. [1224]

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ASONIC CLUB, LIMITED.

PLICATIONS for the APPOINTMENT  
SECRETARY to the above Club  
to be addressed to the CHAIRMAN  
Board of Directors, No. 7, Queen's Road  
Kong, 24th June, 1887. [1227]

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NOTICE.

ERS are required for BUILDING  
CONDENSED: 1200 feet of PLUM,  
CHAMBER of deep high, at Tai-yu-  
the TAM CHOW and TAI-YU-SHAN  
COMPANY.  
Particulars, Plans and Specifications on  
on at ON TAI INSURANCE OFFICE.  
will be received up to NOON on the  
day.

FOR SALE CHEAP.

CYLINDRICAL TUBULAR GUN-  
DRILL BOILERS, 150 H.P. each, with  
tested to 150 lbs. to the square inch;  
suitable for a vessel about 600 tons, or  
very strong for stationary machinery.

1 LARGE STEAM LAUNCH BOILER, 2  
BOILERS, 1 STEAM FIRE ENGINE  
1 6-H.P. ENGINE, 2 STEAM PUMPS,  
1 Horizontal and 2 Vertical Engines,  
1 PLANTING MACHINE, 1 SHAPING MA-  
CHINE, 2 EMERY TOOL GRINDERS, 1 Patent  
WOOD, 5 BOXES TAPS AND DIES, 1 LARGE  
CUTTING MACHINE, 1 SAW, 1 SET OF  
BLOCKS, 4 and 8 tons, 6 8-tons HYDRAULIC  
PRESS, 2 double acting HAND PUMPS,  
1 PORTLAND CEMENT, 1 5000  
TON TANK, 1 Bradford's Patent Steam  
JACK, capable of working about 1500 pieces  
with Boiler and Engine, 1 Hand Power  
LIFT, 1 Horizontal and 1 Vertical  
Sawmills, 1 Powerful JIG CRANE,  
The above Machinery are new or as good  
as new.

For further Particulars, apply to  
J. M. ARMSTRONG,

kong, 24th June, 1887. Queen's Road, 12238  


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**GLAS STEAMSHIP COMPANY,**  
**LIMITED.**  
**WATOW, AMOV, AND FOOCHOW.**  
 Company's Steamship  


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**"NAMO,"**  
 Poocow, will be despatched for the above  
 O-MORROW, the 25th inst., at NOON.  
 Cargo to be so promptly delivered, as to  
 freight or Passage, apply to  
**DOUGLAS LAURENCE & Co.,**  
 General Managers.  
 kong, 24th June, 1887. 12235

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**IAN STEAMSHIP COMPANY.**  
**LONDON, VIA SUERZ CANAL.**  
 Company's Steamship  


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**"JASON,"**  
 Milligan, will be despatched as above  
 O-MORROW, the 25th inst., at Noon.  
 Freight or Passage, apply to  
**INTERFERRED & SWIRE, Agents.**  
 kong, 23rd June, 1887. 12089

COMPANY, LIMITED.  
FOR SHANGHAI.  
Cargo and Passengers at through rates  
Cebu, Tientsin, NEWCHANG, HAN-  
g, and Ports on the YANGTZE.  
Company's Steamship

"FOOKSANG."  
Hugs, will call at four p.m. to-  
W, the 25th inst., at Four M's.  
weight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers  
ong, 23d June, 1887. [1221]

HINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.  
FOR MANILA (DIRECT).  
Company's Steamship

"ESMERALDA."  
Taylor, will be despatched for the  
port TOMORROW, the 25th inst.  
O'CLOCK P.M.  
weight or Passage, apply to  
RUSSSELL & Co.,  
General Managers  
ong, 23d June, 1887. [1222]







(Hear, hear.) The compensation would vary from day to day, and the idea is that the Government should be able to find the best plan to leave the compensation to a Court of Arbitration.

Hon. A. P. MACBRYEN.—I trust before the second reading of the Bill the Government will be able to give some information on the point.

His Excellency.—We hope to be able to do so, but we have first to consult the home Government. Mr. Marsh wrote a dispatch on the subject on the 27th February, and I have written one since. I have asked them to telegraph and let us know their decision.

Hon. A. P. MACBRYEN.—It has been estimated by the Surveyor-General that the amount required would be about \$700,000. It is a great exaggeration to say that it would be millions of dollars.

His Excellency.—The Surveyor-General's estimate was, I think, only for a part.

Mr. SHAW.—Yes, your Excellency. There was no allowance for the cost of land. Besides in many cases if the land were taken away the remainder would be useless. The Government have lately sold several lots twenty-eight feet deep only, and if you take ten feet from that the remainder would be valueless.

His Excellency.—All this may be settled if both sides approach it in a friendly spirit.

Hon. P. KYRIE.—We have had statements put forward here which I know to be incorrect. I have no doubt that the Government will be able to do better in the future than they have done in the past. I must say I have never known a case before where a request from the most influential person in the Colony was presented and refused.

Hon. C. P. CHATER.—The request is only for a very short postponement. We are in June and the Council will naturally meet in two or three months. It is not the least of the Colony can suffer in three months. I think the Government might postpone the Bill till next session.

Hon. P. KYRIE.—I have been in this Colony for nearly thirty years and I have no hesitation in saying that the health of the Colony was never so good as at the present time. However, as we cannot come to any agreement we may as well withdraw.

The Deputation then withdrew.

### THE CONDITION OF ENGLISH INTERCOURSE WITH CHINA IN 1837.

In the great widening of human intercourse which the fifty years just ended of the Queen's reign have witnessed, the strangest parts of all have played by the two Empires of the East. Perhaps the contrast between then and now is more easily realized in the case of Japan, for it can be represented in a single scene. Fifty years ago this very month an unarmed foreign explorer vessel turned up on the coast of Japan to Japan ships wrecked Japanese. She anchored in the Bay of Yedo sufficiently long to make her humane purpose known, when, without warning of any kind, the shore batteries, which are now saluting for the Queen's Jubilee, poured a broadside through her hull and rigging. It is less our purpose, however, to deal with contrasts such as these, than to endeavour to show, as candidly as may be, the position of the English in China at the time of the Queen's accession.

The agitation in England against the East India Company had been plain ground ground that as early as 1830 the then Superintendents of the Company at Canton had been able to inform the Hong merchants that their monopoly of the China trade would cease in April, 1834. The Hong merchants represented as they understood, or desired to understand, of this communication to the Provincial Government, and the then Viceroy instructed them to require the English to send out a "taiwan" to control the trade. In August, 1833, the Act was passed that finally abolished the monopoly of the Company in China, and in pursuance of that Act, and as the preamble to the Order in Council stated, in consequence of the request of the Chinese Authorities, Lord Napier was appointed Chief Superintendent of Trade in China, and associated with himself in office the two senior Superintendents of the time, of his arrival at Canton, whose powers he would assume.

Those powers, however, not defined. The East India Company had, indeed, found itself sufficiently strong to deal on the one hand with British soldiers, and on the other to hold its own against the assumptions of the Provincial Government, and the Hong merchants. It owned, chartered, or licensed all the British shipping, and had the power to repossess licenses and to deport unlicensed persons. Hence, though the Superintendents had no judicial powers, they were actually in a position to exercise a thorough control over all Englishmen coming to China. Further, they could, and did, stop the trade whenever any act passing the normal insolence and injustice of the Provincial Government was threatened; and stoppage of the trade meant to a large number of the Canton people loss of employment, discontent, and war, and to their Government lively danger of disturbance, piracy, and insurrection. It was, it is true, a policy of the Hong merchants to degrade foreigners as much as possible in the eyes of the people, seeing that the greater the depressed state of the foreign residents the less likely was their own responsibility to be involved. The same policy was pursued by the Provincial Government, who in this spirit made a practice of placing the outer walls of the Factories with proclamations calling on the Hong merchants and Compradores to give the barbarians lessons in civilization and to urge them to restrain their vicious instincts. Foreigners were not allowed the benefit of Chinese laws, but were governed merely by such rules as the officials for the time being declared to be their will. Nevertheless, under the regime of the East India Company matters were on the whole passable enough. It is true that during the tea season the foreign merchants had to live in the confinement of the thirteen Factories, licensed to leave only three days in the year to visit the pleasure gardens, and separated from their wives and families; but for the rest of the year they retired to the delights of Macao. It is true, too, that from time to time they were put to the inconvenience of being deprived of their chair-bearers, or even their servants, and that they were always greeted with opprobrium from the populace; but a threat to stop the trade usually, and speedily, checked any too offensive demonstration. Further, the corruption of the authorities was a great source of safety to them, since these preferred not to use vigorous methods to enforce what they maintained to be the law, when they could extract for the privilege of allowing foreigners to break it, large sums instead from their compradores or security merchants.

Such was the condition of affairs when Lord Napier arrived at Canton in July, 1834, and, much indeed, but without the checks which the influence of the Company imposed, it remained for some years later. We do not propose to follow in detail Lord Napier's most unhappy fortunes at Canton. He was hampered by instructions so contradictory or futile, that only political expediency or ignorance could excuse them. The one point in the quarrel between him and the Viceroy was that he claimed to be the latter's equal, and forced his hand by going to Canton before the Viceroy (but not the arrival of a King's Officer and not a "taiwan" was, we think, a complete surprise) could apply to Peking for instructions how to act in this novel position. The Viceroy, after great provocation given, not on one side only, raised his object in compelling Lord Napier to retire to Macao, but he compelled a dying man. This effected, the embargo on the trade, which had been stopped

against his better judgment by the Viceroy, was removed, and when news of the death of Lord Napier reached Canton, the British merchants were called on to apply to England for a replacement. Lord Napier, however, was not a replacement, but a King's Officer. Matters would move more smoothly both for the Viceroy and the Hong merchants in the old groove.

Meanwhile Mr. now Sir John—Doris had succeeded as Chief Superintendent. His policy was one of complete quiescence—to remain at Macao till instructions could be received from home; partly because the trade was again progressing favourably, and partly because such an attitude was the one most likely, he thought, either to force the Provincial Government to recognize his position or to find themselves in a dilemma. In a sense his policy succeeded. The timid and needy Government of Peking took alarm both at the danger of interruption to the trade, and also at the probability that the inaction of the British Superintendent concealed an intention to take the reprisals Lord Napier had threatened. Accordingly an Imperial Decree was issued which was in fact a kind of apology for the action of the Provincial Government, laying as it did the blame of the disagreement on to the authorities of the Hong merchants. At the same time a second Imperial Decree was issued directed against the clandestine trade along the coast, the point of objection at this time (1835) being that it involved a loss of revenue.

The clandestine trade had, indeed, commenced some years before the termination of the East India Company's monopoly—so early, in fact, as 1830; but after the termination of that monopoly everything tended to its rapid increase. As long as the combination of the East India Company, so long the trade could be forcibly confined to Canton; but as soon as the Company was dissolved it became impossible for the individual merchants who succeeded them to cope with the Co-hong, which, so far from being itself dissolved, had continued at this period (1835) to exercise a strict control. Hence the new English traders began to urge on the Home Government the necessity for forcing from China concessions for further markets, or boldly to engage themselves in the illicit trade—illicit, indeed, only in name, since the Chinese officials almost universally either took part in it, or connived for bribes at its existence and increase. This condition of things led to the roadstead of Lintin becoming a great resort for foreign shipping; in fact, all vessels proceeding to or from Canton called there on their way. Mr. Davis's successor, Sir George Robinson, accordingly resolved (December, 1835) to remove part at any rate of the Commission from Macao to Lintin, where he himself resided in H. M. Cutter *Porpoise*, during the greater part of the year 1836. His contention was, in brief, that the Chinese were determined to keep the Commission out of Canton, and that it was therefore useless to attempt to go there unless the Home Government would support its approach by force, his predilections in favour of which force he did not attempt to conceal. It is clear, however, that his policy was opposed by other members of the Commission, and it is certainly a disgraceful blot on the British Government. Whether because they hesitated to engage in so distant an expedition, or because they were convinced that the object could be more peacefully attained, or because they were determined to give no official recognition to the illicit, or as it has now been called, "outside" trade, although they were not prepared to discourage it, it is certain that both political parties at home in 1836 were averse to war with China. Accordingly in June, 1836, Sir G. Robinson was ordered to hand over charge to Captain Elliot, who from being Master Attendant and Secretary had become Second Superintendent. The latter's policy was to take advantage of the arrival at Canton of the new Viceroy to re-open communications, a policy, as we have seen, opposed to that of his predecessors, and for different reasons, disapproved of by the English merchants at Canton. These formed at the time (1836) a body of 50 or 60 men "divided and dissident on almost every occasion" and strongly indisposed to the presence among them of an officer of his own nation.

Captain Elliot assumed sole charge, as a kind of Consul, in December, 1836, and at once sent to the Viceroy a respectfully worded despatch, requesting him of his appointment and requesting permission to come to Canton. This despatch was supercharged with the character of "representation" or "petition" (the absence of which had caused all former communications from the Superintendency to be rejected, and was sent sealed through the Agents of the East India Company to the Hong Merchants. The result of this appeal was the furnishing to Captain Elliot by instructions from Peking of a passport to reside during the season at Canton (March, 1837), a privilege which a few months later was extended to allow him to come up from Macao to Canton at any time on urgent business.

The circumstances which had convinced Captain Elliot, while he was yet only Second Superintendent, that it was necessary that communication should be established between the Commission and the Provincial Government are of the greatest importance to an appreciation of the condition of affairs in China in 1837. It has been seen that a great and thriving trade had sprung up at Lintin, outside Canton, with the active support of the local authorities. This trade consisted in 1836 mainly, if not entirely, of the exchange of opium for silver. At the same time (1836) the other pioneers of progress in China, the missionaries, were actively engaged in extending their operations along the coast, a proceeding which ultimately led to the war of 1840. 2 and the opening of China. For as long as the Lintin trade was quietly pursued it was, as Captain Elliot himself most opposed to the opium trade, admits, "the continuance of the high authorities of Kwangtung, who, though they were naturally unfriendly to its extension to the coast of the neighboring provinces, were disposed to still complaints to the Court on that subject in order to save off searching enquiries into their own affairs at Canton." But when missionary vessels like the *Harriet*, scattered along the coast from Amoy to Shanghai a shipload of books and tracts, the anxious timidity of the Court and the suspicions of the Censorate were at once aroused, and every effort was made to confine the intercourse with foreigners, as before, to the outer limits of the empire, and to bring it under control by restricting it to Canton. Accordingly in 1836 the Peking Government began to seriously entertain proposals for the legalization of the opium trade, thereby doing away with what it dreaded most, the visit of foreign vessels, whether bringing opium or not, to the northern coasts of China. At the same time another consideration moved it, which had been gradually growing in importance, namely, the fact that the balance of trade had turned against China. To these two circumstances—the nervous desire of the Court to restrict foreigners to Canton, thereby at the same time securing the revenue (a great portion of which passed directly, through the "Hoppo," into the Privy Purse), and on the other hand the increasing alarm at the disappearance of silver from the country—may be traced all subsequent events. The first idea of the Peking Government was, as has been seen, to legalize the traffic, requiring opium to be, like other foreign imports at this period, bartered for

Chinese commodities. Presently, however, the arguments of other members of the Censorate swayed the feeble Emperor to the other side, and the Provincial Government found it necessary to take action, which it did in November, 1836, by ordering Messrs. Jardine, Dent, Innes, and others to leave Canton. The order was sufficiently, and with his tacit approval, obeyed by their return to Macao at the close of the season.

During the beginning of 1837 the tension of affairs relaxed, and the stagnation in trade brought about by the looking of exchange during the interruption of the opium trade was relieved by the quiet resumption of that traffic on the issue by the Emperor of a Decree (January 26th) in which the exportation of silver was alone despatched, thereby implying that if that difficulty were overcome a barter trade in opium at Canton might be allowed. Such, then, was the condition of British intercourse with China when Her Majesty ascended the Throne, a condition of affairs that could not be long maintained, and which, as we have seen, was the result of a policy of compromise and expediency. It was one of calm, it is true, but only of calm before a storm, the storm that was to level all the barriers of China along the coast, and which has shaken her barriers inland that long, we hope, will believe, before Her Majesty's reign shall close, the present restrictions on foreigners in the Empire shall seem as strange as those on British residents in Canton in 1837 appear now to us.

### CHINA-NAVY.

On the 19th of May occurred the third riot, greater than the previous two, but still less from harm. The day before, the American Minister, hearing of the riot, reported the matter to the District Magistrate through a friendly Deputy, and an addition was made to the list of the rioters, and a petition for factory protection. The Tao-tai at once reported the case to the Governor in person, and both of them sent very strict orders to the local officials. On the following morning the rioters, as usual, appeared to spy out the situation, on seeing the rioters gathered at a temple as they were the rioters, at once entered the city, and the rioters, hearing of the riot, reported the matter to the District Magistrate through a friendly Deputy, and an addition was made to the list of the rioters, and a petition for factory protection. The Tao-tai at once reported the case to the Governor in person, and both of them sent very strict orders to the local officials. 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The mill still goes round; I hear and see it now, with the burr of its grindstones and the clatter of its wheels; the old roof sinking beneath the weight of its thatch; its black walls sustained I know not how upon worm-eaten beams and crumbling stones. Yes, it still exists, in the midst of its madowood, and its group of willows, from which escape all the murmuring and singing noises of the mill dam, the chickens and the birds, hidden in the bushes. But it does no work, it grinds no grain, and the manufactory has taken its place in the landscape which once it enlivened so beautifully and gaily. The wind and the sun will kill it, and the few blackened stones, dried last winter of a heavy cold, and died with a conscience burdened by a grievous sin, as you will learn from this true recital.

Three years ago all Paris was talking of young Raymond de R——, the hero of a very touching adventure which had given him great notoriety, as he himself told the life of the most celebrated woman in Paris. Alas! how quickly was the distance leaped and the noble and brilliant debut and the sad and vulgar episode which terminated the career of this unfortunate young man.

One day, after five or six years of a life of pleasure, light loves and feverish passion—the youth of France the charm of no life—Raymond was about to write his memoirs for his mother's old home. Twenty-four hours later he satiated through the rifts in a curtain of poplars the village in which he had passed his infancy, a group of black houses upon a background of green, then a pile of yellow and crumbling stones that had once been the feudal chateau of his fathers, and he beheld, in the midst of the trees, a heavy crowd dwelling in which lived his beloved mother.

The first days of spring had surrounded this humble city of the province with the magnificent verdure and profusion of flowers which April spreads with such generous hands over this land of the mistral and the sun. Blossoming almond trees were white and the valleys into sheets of lace, and there floated between earth and sky a golden dust like amber. It was good simply to exist, and Raymond, intoxicated with the sweetness of life and nature felt himself filled with a crowd of emotions hitherto unknown to him.

Moreover, he gazed upon his mother, who to him she was who had subtly infused into him the desire to quit Paris, for though she had said nothing about it as yet, it was nevertheless arranged that he should wed—a marriage as it should be in all respects—with Mlle. de Verrier, one of the most beautiful and lovable of girls and the playmate of his childhood. Here where he was so good, and the sister visiting his soul with the radiant ideas in the sun, but also these beautiful ideas, noble projects and happy dreams were destined to come to maturity.

One evening Raymond, while going up the steep and unpaved street which led from the village to the old house under the shadow of the trees, perceived before him, charming and pale, the sister whom he had never seen, a tall, slender, and graceful figure which barred his passage. Great dark eyes flashed like flame under the edge of her forehead, and the colour of the rose shone through the whiteness of her cheeks, a colour which the women of the South preserve even unto this day. This beautiful woman was known in the village as Mlle. Verrier, the daughter of the miller of St. Raymond, as the daughter of one of his father's former tenants. He remembered her well, and the picture she had made wandering over the hills with her flocks of goats and aurelys. Her love for flowers had been a passion with her, and many a time he had met her upon the cliffs of Trévareuse in rags and tatters, but always wearing the bonnet of her gown a bunch of wild flowers exquisitely arranged.

"That little one of Trévareuse," said the village crier, "would have made her fortune in a florist's shop."

For several years past this charming peasant, intelligent, amiable and good, had been the wife of the miller, Estanecoe. Ah, what a miller he was—so coarse, so vulgar, so ignorant, so much like the delicious valley; and what a contrast to the tender traditions of the legendary miller of the opera comique. Estanecoe was taciturn, ugly and jealous; an industrious worker, but ill-tempered. Raymond alone, who had fallen into the habit of coming every evening to pass an hour at the mill, seemed to have power to soften this man's heart. The next day upon the miller's hair, all dainty with flour, he would join the miller in a bottle of home-made wine, they talked of various things, for our dainty Parisian took the greatest pleasure in mingling with the rural world, and only laughed good humouredly when inadvertently rubbed by a sack of wheat or rye. He loved the fresh floating in clouds above the mill, and the miller, who had once been a soldier and served his time in the garrison at Paris, liked nothing so well as to talk of the capital and the deeds he had there performed.

Raymond listened very patiently, though sometime strongly tempted to laugh, for the miller spoke the most abominable French and remained as stupid as a block. But he had not been bad run by since Raymond left Paris, but neither the efforts nor the prayers of his mother had been able to make him accept the marriage that she had planned for him. He was willing enough to identify himself for a time with this rustic place which refreshed and strengthened his tired energies every so minute; the dull life of the miller, who he understood him, but to him it was only a "season in the fields," when autumn came it would find him en route for Paris.

As an inveterate hunter, he came and went across the sunny valleys, waiting for the leaves to gather under the hedges and the pine trees now browning under an ardent sun. Seated in the tufts of thyme and lavender, his gun between his knees and his dog beside him, he was the king of the country, where so many tender memories drew him.

Soon a very common-place incident occurred. Raymond had become very attentive to Denise and Denise loved Raymond. Estanecoe was not long ignorant of the turn things had taken. In great cities the husband is the last to hear of such a thing, but in a village, where vice is boldly concealed, it is different. And so it was. His heart, that in this relation was torn from the beach on a tempestuous night? The character of Estanecoe's, if you will remember, was very taciturn, and does not permit me to pronounce upon that point; however, as this is not a physiological study, let us pass on.

What a charming hour it is! The birds, intoxicated with dew, make harmonious uproar in the bushes and an unwillingly bawling cock, from within its back has a noisy society. Never was anything more beautiful than these summer mornings in Provence. The midday is closed, but the clean, fresh water rushes through the sluices and spreads itself out like a long white cloth before it throws itself head-long into the heart of the Huguenot, the black grove of Zangouane and the banks of rocks like lamps. The pines on the side, sing like harps and the village bells add to the concert the joyous notes of their Sunday chimes.

Passing along the road the other side of the mill, the peasants in their Sunday clothing salute the miller with cheerful *bon jour*, but upright before his door he remains impassive and sullen, his arms crossed and his white hat pulled about his ears.

Denise had gone to the city at the first break of day to arrange with a citizen for the milling of her wheat. The miller's eyes are turned the east, over there beyond the mill, to watch and wait. At last a form appears, gray against the sea of verdure returned by the forest of pines. It is Raymond returning from shooting partridges. He salutes the miller with a friendly nod, and in a minute later he is on the ground at the mill. He bows and casts his hat on the ground at his feet. He draws his brow and exalts himself upon the bench beside the door.

"And Denise, where is she?" he asks of his companion.

"Gone to the city, Monsieur Raymond."

"Rather early, is it not?"

"No, not at all. She might have met her father here, if you had passed there about a clock this morning."

"I came from the other side—from Val-mais. But what are you keeping Holy Sunday for, Master Etanoeche? It isn't your custom, is it?"

"No, it is the millstone which commands the day."

"What the matter with it?" said Raymond, laughing at the miller's tone. "Anything serious?"

"That I cannot tell you; but I fear that a wing of the wheel has been broken, and the fragments have stopped the arm of the lever which turns the stone. Do you understand?"

"Of course," answered Raymond.

"Well, on account of it I am forced to stand still, which isn't very cheerful, for I've a hundred sacks to grind in the next three days."

"But all that can be arranged?"

"Perhaps so," said the miller, "but you must first try and repair it," and talking to this Etanoeche takes the lantern from the wall, lights it and starts toward the mill dam, Raymond following him. The wheel to which Etanoeche referred rested upon a pivot at the bottom of a deep and artificial gulch, into which the waters of the mill dam fell from the weir, where the gates were open, falling upon the wing of the wheel, hollowed, like shells, and which occupied nearly all the space of this narrow chamber, which ground the grain in the hopper above.

"Permit me, Monsieur Raymond, to descend into the pit," and hanging his ladder over the edge, where the mill dam, a strong gulf, Etanoeche disappeared from sight.

"It is nothing," he cried, a moment later, "and no need of a hand; the eyes suffice!" but all the same the miller did not reappear, but continued to hammer and nail, the noise rising from the depths to be repeated by the echo.

"Had luck to it?" he shouted; "this will never go, the wheel is clogged; three days of work lost—three whole days!"

"It was with difficulty Raymond could distinguish what the miller said, the depth of the shaft was so great.

"Poor fellow," said the Parisian to himself, "He is having a time of it. Can't you raise the wheel?"

"No," said the miller, "the wheel is stuck and is jerking into the darkness."

"Too difficult for a single arm. Now, if Matthew was only there; but the leviathan's at the mass."

In a moment Raymond's foot was on the round of the ladder. He was really sorry for the man whose guttural voice sent him from the pit each valley of griefs and sorrows. He saw the miller's twinkling of an eye as he had descended to the bottom, the mill wheel outlined against the sky looking above them like a monstrous octopus.

"What are you doing here, M. Raymond?" cried the miller, who had heard him feeling his way down the ladder; "you take your death in this dupion of the devil, to the side of the mill, to judge of a country you were never in before, in spite of all your verages."

Light came to them only through the openings beneath the wings of the wheel, but narrow as they were, Raymond could still see below them the dark-green waters of the Hourgouse bordered by vines and trailing ivy. The lantern held aloft by Etanoeche threw a dim and feeble light upon the face of the miller, striped by his shirt sleeves and pounding and glowing with the strength of a giant.

"Without tr-bling you, M. Raymond," said Etanoeche at last, "a stroke of the hand will raise the wheel now—that is, I will connect the arm of the lever and with a stroke like the wind be climbed toward the opening. A slight grating was heard, and as Raymond looked above him the ladder was disappearing over the edge of the wheel pit.

Had you passed along under the arch at the moment you would have seen the road at the foot of the mill, the figure of a man—a man with burning eyes, who frantically and with ferocious curses turned with both arms and the fork of the water gates, opening them wide.

The mill dam had been closed since early dawn, and as Etanoeche had taken care that the side gates were shut, the accumulated water precipitated itself into the empty space in heavy and roaring cascades. It pressed all the hatred and all the shame of the frantic husband, maddened with rage and jealousy; and the mill wheel, under the enormous pressure, groveled and whirled with a terrible uproar.

One morning, perhaps a fortnight later, Etanoeche was seated before the mill which peacefully murmured and whirled its stones. He was leaning against the wall, and he pressed all the hatred and all the shame of the frantic husband, maddened with rage and jealousy; and the mill wheel, under the enormous pressure, groveled and whirled with a terrible uproar.

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**VESSELS ON THE BERTH**

**THE** FOR YOKOHAMA, DIRECT.  
The Steamship  
"HANKOW."  
McKenzie, Commander, will be despatched to the above Ports on **WEDNESDAY, the 24th instant.**  
For Freight or Passage, apply to  
ADAMSON, BELL & Co., Agents.  
Hongkong, 22nd June, 1887. (1)

**THE** FOR SINGAPORE, PENANG, AND CALCUTTA.  
The Steamship  
"ARRATON APCAR."  
Captain J. G. Offert, will be despatched to the above Ports **TU-MORROW, the 25th instant, at Noon.**  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co., Agents.  
Hongkong, 22nd June, 1887. (1)

**THE** FOR SWATOW AND BANGKOK.  
The SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.  
The Company's Steamship  
"CHINA."  
Captain P. Hays, will be despatched to the above Ports on **SUNDAY, the 26th instant, at Noon.**  
For Freight or Passage, apply to  
YUEN FAT HONG, Agents.  
Hongkong, 23rd June, 1887. (1)

**THE** FOR SINGAPORE, HATIE, AND BURU, VIA SUEZ CANAL.  
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LIVERPOOL, LONDON, and BREMEN.)  
The Steamship  
"IPHIGENIA."  
Captain L. Voltmer, will be despatched to the above Ports on **MONDAY, the 27th instant, at Eleven A.M.**  
For Freight or Passage, apply to  
SIEMSEN & Co., Agents.  
Hongkong, 17th June, 1887. (1)

**THE** FOR TIENSTIN.  
The Company's Steamship  
"TIENSTIN."  
Captain Hodgson, will be despatched to the above Ports on **MONDAY, the 27th instant.**  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 23rd June, 1887. (1)

**THE** CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, SYDNEY, AND MELBOURNE.  
The Company's Steamship  
"TAIYUAN."  
W. M. Dodd, Commander, will be despatched to the above Ports on **TUESDAY, the 28th instant, at Daylight.**  
The attention of Passengers is directed to Superior Accommodation offered by this Steamship. First-class Saloon and Cabin situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refreshing Chamber ensures the supply of Provisions during the entire voyage.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 18th June, 1887. (1)

**THE** OCEAN STEAMSHIP COMPANY.  
FOR SHANGHAI VIA AMOY.  
Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWAN, TIENSTIN, HANKOW, and Ports on the YANGTZEK.  
The Company's Steamship  
"CYCLOPS."  
Captain Nish, will be despatched to the above Ports on **TUESDAY, the 28th instant.**  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 22nd June, 1887. (1)

**THE** NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.  
FOR BATAVIA, SAMARANG, AT SOURABAYA, VIA SAIGON AND SINGAPORE.  
The Company's Steamship  
"BANTAM."  
Captain Scholten, will be despatched to the above Ports on or about the 28th inst.  
For Freight or Passage, apply to  
HARDINE, MATHESON & Co., Agents.  
Hongkong, 22nd June, 1887. (1)

**THE** STEAM TO BOMBAY VIA STRAITS THE P. & O. S. N. Co.'s Steamship  
"VENETIA."  
will leave for the above place on **WEDNESDAY, the 29th instant, at Daylight.**  
For Freight or Passage, apply to  
J. B. A. Acting Superintendent.  
Hongkong, 21st June, 1887. (1)

**THE** OCEAN STEAMSHIP COMPANY.  
FOR SHANGHAI.  
(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWAN, TIENSTIN, HANKOW, and Ports on the YANGTZEK.)  
The Company's Steamship  
"MENELAUS."  
Captain Nelson, will be despatched to the above Ports on **WEDNESDAY, the 29th instant.**  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 22nd June, 1887. (1)

**THE** STEAM TO YOKOHAMA VIA NAGASAKI AND KOBE.  
(Passing through the INLAND SEA.)  
THE P. & O. S. N. Co.'s Steamship  
"THIBET."  
will leave for the above place on **FRIDAY, the 1st July, at Four P.M.**  
For Freight or Passage, apply to  
E. L. WOODIN, Superintendant.  
Hongkong, 21st June, 1887. (1)

**THE** FOR VICTORIA, B.C.  
SUFFICIENT INDUCEMENT OFFERS.  
This American Bark  
"SOUTHERN CHIEF,"  
will load here for the above Port, and will be quick despatched.  
For Freight or Passage, apply to  
ARNOLD, KALBERG & Co., Agents.  
Hongkong, 11th June, 1887. (1)

(str.)	J. T. Russell	Hongkong	P. B.
(str.)	Miller	Hongkong	B. C.
(str.)	J. T. Baanan	Hongkong	B. C.
(str.)	Binge	Hongkong	B. C.
(str.)	McKintosh	Hongkong	B. C.
(str.)	W. C. Foster	Hongkong	B. C.
(str.)	Claslon	Hongkong	B. C.
(str.)	Davis	Hongkong	B. C.
(str.)	James Hogg	Hongkong	B. C.
(str.)	Stormer	Hongkong	B. C.
(str.)	Elis (str.)	Hongkong	B. C.
(str.)	Gill	Hongkong	B. C.
(str.)	Rowell	Hongkong	B. C.
(str.)	W. C. Foster	Hongkong	B. C.
(str.)	Hastell	Hongkong	B. C.
(str.)	Chas. C. Oakland	Hongkong	B. C.
(str.)	Bunge	Hongkong	B. C.
(str.)	Farallan	Hongkong	B. C.
(str.)	Nelson	Hongkong	B. C.
(str.)	W. M. Dodd	Hongkong	B. C.
(str.)	McKensie	Hongkong	B. C.
(str.)	Scholten	Hongkong	B. C.
(str.)	J. G. Olfant	Hongkong	B. C.
(str.)	Hodgson	Hongkong	B. C.
(str.)	Nelson	Hongkong	B. C.
(str.)	Hogg	Hongkong	B. C.
(str.)	G. Hausermann	Hongkong	B. C.
(str.)	Nish	Hongkong	B. C.
(str.)	W. C. Foster	Hongkong	B. C.
(str.)	P. Hays	Hongkong	B. C.
(str.)	Poocock	Hongkong	B. C.

### VESSELS ON THE BERTH

#### CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO  
JAPAN, CANADA, THE UNITED  
STATES, AND EUROPE.

OF THE CANADIAN PACIFIC RAILWAY,  
AND OTHER CONNECTING  
RAILWAY LINES & STEAMERS.

THE Chartered British Steamship  
"PORT AUGUSTA".  
2,833 Tons Register, James Hogg, Commandant,  
will be despatched for LONDON, LIVERPOOL,  
DUBLIN, and YOKOHAMA, ON THURSDAY,  
the 28th June, at THREE P.M.  
To be followed by S. S. "BATAVIA"  
on 12th July, and S. S. "ABYSSINIA",  
23rd July.  
The steamers, formerly in the CUPERT  
service, have lately received New Engines  
and Boilers, and can maintain a speed at sea  
of 13 to 14 knots.  
Connections will be made at Yokohama  
with Steamers from Shanghai and Japan Ports,  
at Vancouver with San Francisco by the reg-  
ular Steamers of the PACIFIC COAST STEAMSHIP  
COMPANY.  
The attention of through passengers is drawn  
to the fact of the Canadian Pacific Rail-  
way being the best built and most splendidly ap-  
pplied line ever constructed on the American  
Continent, and specially adapted for Sum-  
mer travel.  
Consular Invoices for Goods to United States  
ports should be made out in quadruplicate,  
addressed to Mr. D. E. BROWN, District Free  
Agent, 100, Queen's Road, Hongkong.  
Freight will be received on Board until 4  
on the 27th June.  
All Parcels must be sent to our Office  
should be marked to address in full, and  
sent by the 27th inst. by rail to San Fran-  
cisco day previous to sailing.  
For information as to Passage or Freight  
apply to  
ADAMSON, BELL & CO.  
Agents,  
Hongkong, 21st June, 1887.

#### U. S. MAIL LINE.

#### PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA O-  
VERLAND RAILWAYS, AND TOUCHING  
YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF  
DE JANEIRO" will be despatched  
San Francisco, via Yokohama, on THURSDAY,  
the 30th June, at THREE P.M., for  
San Francisco and Freight for Japan, the  
United States and Europe.  
Through Bills of Lading issued for ex-  
portation to Yokohama and other Japan Ports  
for China or Japan (or vice versa) will be  
received at the Office until 5 P.M. on  
Havana, Trinidad, and Demerara, and to  
in Mexico, Central and South America, by  
Company's and connecting Steamers.  
Through Passages will be issued to England,  
France, and Germany by all trans-Atlantic  
Steamers.  
RETURN PASSAGES.—Passengers, who  
paid full fare, re-embarking at San Fran-  
cisco for China or Japan (or vice versa) will be  
returned free, will be allowed a discount of 20%.  
Return Fare; if re-embarking within one  
an allowance of 10%, will be made from San  
Francisco. Pre-paid Return Passage Orders,  
of the United States, will be issued at a dis-  
count of 25% from Return Fare. These allow-  
ances do not apply to through fares from China  
to Europe.  
Freight will be received on board until 4  
on the 29th day previous to sailing. Parcels  
will be received at the Office until 5 P.M.  
day; all Parcel Packages should be marked  
address in full; value of same is required.  
Goods for trans-Atlantic destination, or  
destined to Ports beyond San Fran-  
cisco should be sent to the Company's Of-  
fice in Seal Envelopes, addressed to the Cell  
of Customs at San Francisco.  
Through Passages will be issued to Passengers.  
Freight, apply to the Agency of the Com-  
No. 304, Queen's Road, C. D. HARMAN, Agent.  
Hongkong, 19th June, 1887.

#### SEA.

SINGAPORE, PENANG, COLOMBO,  
ADEN, SUZ, PORT SAID, MALTA,  
MARSEILLE, GIBRALTAR, BRINDISI,  
VENICE, TRIESTE, AND LONDON.

BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR DARWAZA, PERSIA,  
SUEZ, CANAL, MARSEILLE, PENANG, SINGAPORE,  
BOMBAY, NEW YORK, AND BOSTON.

#### THE PENINSULAR AND ORIENTAL STEAMSHIP NAVIGATION COMPANY'S Steamship "ANCONA" and Captain F. Hassall, with Majesty's Wella, will be despatched this for LONDON direct via SUEZ CANAL and usual Ports of call on THURSDAY, 10th June, at FOUR P.M. Cargo will be received on board 10 A.M. Parcels and Specie (Gold) at Office until Noon; on the day of sailing. For further particulars regarding Freight and Passages apply to the PENINSULAR ORIENTAL STEAMSHIP NAVIGATION COMPANY, Office, Hongkong. The Contents and Value of Packages are required to be declared prior to shipment, and Shippers are liable to the full extent of the to the terms and conditions of the Company's Black Bills of Lading. B. L. WOODIN, General Superintendent. FOR LONDON AND HAMBURG. THE S. S. "HEINRICH" German Bark. J. T. Baanan, Master, will leave here for above Port, and will keep quick despatch. For Freight, apply to CARLOWITZ & CO. Hongkong, 2nd April, 1887. FOR NEW YORK.THE 3/3 L. L. American Ship"WACHUSETT" Chas. C. Oakland, Master, will leave here for above Port, and will keep quick despatch. For Freight, apply to FUSTAU & CO. Hongkong, 10th May, 1887. FOR NEW YORK.THE 3/3 L. L. British Ship"ANTIOPE" Captain Bennet, will leave here for the Port, and will have quick despatch. For Freight, apply to SIMPSON & CO. Hongkong, 2nd June, 1887.

[illegible]

Airio	June 12	Ellis	H
Albano	June 14	Ed Porter	H
Alv	June 8	Ed Young	B
Alvino Sayd	June 19	Samme	B
Amoy	June 28	R. G. Ollifer	R
Ardeno Apas	June 19	P. Hays	R
Beatty	June 4	Routiller	R
Chibazero	June 23	J. Daily	R
China	May 31	R. Cass	R
Chin	June 19	P. Hays	R
Ching-wo	June 11	Maehugh	R
Clymore	June 8	Gauland	R
C. of R. Janeiro	June 19	Scalarg	R
Dad	June 19	W. Drayor	R
Dalla	June 16	J. G. Watt	R
Deapdale	June 18	G. Sharp	R
Diamante	June 23	McCaslin	R
Emeralds	June 18	G. A. Taylor	R
Faberg	June 19	W. Drayor	R
Fadaha	June 15	Brook	R
Fajoy	June 10	Landry	R
Galley of Loree	June 1	Poon	R
H-Mong	June 19	Korshik	R
Hawaburg	June 6	McKenzie	R
Hawok	June 19	Lloyd	R
Hoon	June 23	Clarke	R
Idemania	June 23	Vollmer	R
Idemania	June 23	A. M. B-nining	R
Mardling	June 23	D. Young	R
Mosor	June 21	Titzok	R
Namoa	June 21	Penack	R
Near City	June 2	Light	R
Paig	June 2	Lightwood	R
P. C. Chomklo	June 2	Hogerman	R
Pekin	June 18	Korshik	R
Pishi Feb	June 18	McKenzie	R
Prat	June 2	Brulin	R
Strathleva	June 2	Reveron	R
Tai-yuan	June 15	F. M. D. ad	R
Takacore	June 19	F. Cole	R
V-noria	June 14	F. Cole	R
Well-ear	June 15	Y. Witt	R
Wah-ronof	June 15	Schmelt	R
White Cloud	June 15	S. W. Rogers	R
Yorkshire	June 6	Arnold	R
Alis R. wa	June 9	Phillips	R
Akotoine	May 2	E. Th. Bunje	R
A-ton Gunther	Feb 24	Steinburg	R
Arneja	May 31	Jas. H. Green	R
Batjan	June 10	Koch	R
Billy Simpson	June 10	Fred. Brown	R
C. mbo	June 10	Laspulors	R
Director	June 10	Griff	R
D. J. Spence	June 16	Dogart	R
Edison	June 13	J. R. Gill	R
Golden-ear	Feb. 14	Dermm	R
Gr-at Admiral	June 18	J. F. Rowell	R
Merrione	pl. 25	E. Vialla	R
Monte	pl. 25	Rada	R
Monte Leland	June 19	J. H. Nelson	R
Orin	June 19	W-Reder	R
Petolas	June 17	Barnham	R
Rapid	June 11	Geo. H. Shinn	R
Sonating	June 11	St. Abramo	R
Sonating Chi	June 19	Geo. H. Shinn	R
Tolique	May 1	Dav's	R
Yachu-ett	May 1	C. Oakland	R
Wac. Ministrel	pl. 14	Wright	R
Alis R. wa	June 9	Phillips	R
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HONGKONG		S' BARRERS.	
Brit. str.	1392	Russell & Co.	
Brit. str.	1439	Adamsen, Ball & Co.	
Brit. str.	1437	Captain & Co.	
Ger. str.	553	Wilder & Co.	
Brit. str.	1391	Stamson & Co.	Calcutta
Brit. str.	1392	D. Sassoon, Bann & Co.	
Brit. str.	1190	Gibb, Livingston & Co.	
Brit. str.	1040	Fan Hin Chuan	
Brit. str.	979	Morris & Bay	
Ger. str.	1078	Van Font Hong	Rangoon
Brit. str.	1456	Butterfield & Swire	
Brit. str.	1551	Arnold, Karberg & Co.	
Brit. str.	1550	Russell & Co.	
Brit. str.	64	P. W. S. N. Co.	
Brit. str.	552	Arnold, Karberg & Co.	
Brit. str.	1715	A. R. Marty	
Brit. str.	1715	Gibb, Livingston & Co.	
Brit. str.	614	Arnold, Karberg & Co.	
Brit. str.	325	Russell & Co.	
Ger. str.	988	Melchers & Co.	
Dan. str.	1435	H. & M. Steamboat Co.	
Dan. str.	462	Arnold, Karberg & Co.	
Brit. str.	1715	Russell & Co.	
Brit. str.	277	Douglas Lowrak & Co.	Tientsin
Brit. str.	1699	Russell & Co.	
Brit. str.	2332	Adamsen, Ball & Co.	
Brit. str.	2335	Adamsen, Ball & Co.	
Brit. str.	1699	H. C. & M. Steamboat Co.	
Ger. str.	1659	Stamson & Co.	
Brit. str.	1061	H. C. & M. Steamboat Co.	
Brit. str.	917	Adamsen, Ball & Co.	
Brit. str.	362	Russell & Co.	
Brit. str.	583	Douglas Lapsrak & Co.	
Fr. yacht	120	Captain	
Brit. str.	294	Ohino	
Brit. str.	1008	Thien Fat Hong	
Brit. str.	954	Stamson & Co.	
Brit. str.	117	H. W. & Dock Co.	
Ger. str.	355	Adamsen, Ball & Co.	
Brit. str.	1842	H. C. & M. Steamboat Co.	
Brit. str.	2349	Butterfield & Swire	
Brit. str.	1149	Russell & Co.	
Brit. str.	1760	P. O. S. N. Co.	
Brit. str.	312	Shing Lee	
Brit. str.	614	Arnold, Karberg & Co.	
Brit. str.	612	H. C. & M. Steamboat Co.	
Brit. str.	142	Adamsen, Ball & Co.	
SAILING VESSELS.			
Hait. br.	1	Order	
Brit. bk.	881	to	
Ger. bk.	441	Melchers & Co.	
Brit. bk.	927	Maguieries Maritimes	
Brit. bk.	430	P. W. S. N. Co.	
Brit. bk.	490	Gibb, Livingston & Co.	
Swd. bk.	626	Melchers & Co.	
Chi. bk.	679	Order	
Brit. bk.	706	Maguieries & Co.	
Brit. bk.	706	Stamson & Co.	
Brit. bk.	236	Gi mna & Co.	
D. yacht	136	Master	
Amer. sh.	149	Russell & Co.	
Brit. sh.	354	Arnold, Karberg & Co.	
Nor. bk.	700	Carlson & Co.	
Amer. bk.	510	Gen. Joss & Co.	
Ger. bk.	441	Wilder & Co.	
Amer. sh.	161	Pasten & Co.	
Siam. sh.	429	Pasten & Co.	
Amer. bk.	926	Pasten & Co.	
Amer. sh.	1218	Arnold, Karberg & Co.	
Brit. sh.	1119	Pasten & Co.	
Brit. sh.	1119	Pasten & Co.	
Dutch sh.	1119	Pasten & Co.	
Brit. sh.	1119	Order	
MACAO.			
Chi. str.	360	C. M. S. N. Co.	
Brit. str.	198	H. C. & M. Steamboat Co.	
Brit. str.	198	Order	
WHAMP A.			
Brit. str.	1214	Wester & Co.	
Ger. str.	982	Stamson & Co.	
Brit. str.	901	Jar-Pu & M. Hsiao & Co.	
Chi. str.	1508	C. M. S. N. Co.	
Chi. str.	612	C. Hsiao	
Ger. str.	612	Wilder & Co.	
C. NTOW.			
Siam. bk.	419	C. Hsiao	
Siam. bk.	350	C. Hsiao	
SWATOW.			
IN PORT ON 10TH JUNE, 1887.			
STEAMERS.			
Brit. str.	1434	Jardine, Matheson & Co.	
Brit. str.	1434	Jardine, Matheson & Co.	
Brit. str.	557	Butterfield & Swire	
Brit. str.	881	Jardine, Matheson & Co.	
Brit. str.	969	Butterfield & Swire	
AMOI.			
IN PORT ON 16TH JUNE, 1887.			
Ger. sh.	262	Pasching & Co.	
Brit. sh.	408	H. A. P. Peterson & Co.	
Ger. bk.	476	Pasching & Co.	
SHANGHAI.			
IN PORT ON 16TH JUNE, 1887.			
STEAMERS (EXCLUSIVE OF RIVER CRAFT)			
Brit. str.	3234	Jardine, Matheson & Co.	
Brit. str.	1061	Adamsen, Ball & Co.	
Chi. str.	944	C. M. S. N. Co.	
Brit. str.	2244	Jardine, Matheson & Co.	
Chi. str.	1525	Jardine, Matheson & Co.	
Chi. str.	826	C. M. S. N. Co.	
Chi. str.	468	M. H. K. Kishia	
Brit. str.	327	Russell & Co.	
Fr. str.	2177	Massageries Maritimes	
Brit. str.	1432	Butterfield & Swire	
Chi. str.	842	C. M. S. N. Co.	
Brit. str.	1254	Jardine, Matheson & Co.	
Brit. str.	1376	Adamsen, Ball & Co.	
Brit. str.	560	Butterfield & Swire	
SAILING VESSELS.			
Amer. sh.	1 08	Jardine, Matheson & Co.	
Brit. bk.	555	Jardine, Matheson & Co.	
Brit. sh.	575	Maria & Co.	
Brit. sh.	701	Maria & Co.	
Brit. sh.	482	Morris & Co.	
Brit. bk.	401	Nils Moller	
Brit. bk.	625	Gibb, Livingston & Co.	
NAGASAKI.			
IN PORT ON 16TH JUNE, 1887.			
STEAMERS.			
Fr. str.	2603	Holme, Rincer & Co.	
Fr. str.	2550	Holme, Rincer & Co.	
Barge	400	Yamaguchi Kusen Kaisha	
IN PORT ON 16TH JUNE, 1887.			
STEAMERS.			
Brit. str.	1198	M. Helmann & Co.	
Brit. str.	1212	P. J.	

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